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What Is a Moustache For?

EDITOR STAR:—In view of Dr. Burdette's talk upon the moustache Monday night, I will not pretend to say anything original about the subject, but only asked the simple question: What is a moustache for anyhow? As an education and an experience in youth, Burdette shows that it has its place, but in the present age of scientific progress, I think the moustache exists principally to be cut off. From the surgeon's standpoint, at least, it is a septic affair, a nest for the dissemination of microbes of many kinds.

After it has served its purpose as a cheap attraction for inexperienced maidens, and given the boys his few thrills of delight, its existence can hardly be justified, and I am glad to observe that despite the example of the President of the United States (who is a Unitarian and ought to know better), many of my friends have applied a sharp-edged tool to this subnasal or supra-oral forestation. In this sense, I am in favor of unlimited deforestation.

Does any sensible man think that he is better looking for that collection of hair under his nose? It not, what is he keeping it there for? And, it so, isn't it rather a weak conceit for a grown up man to harbor? For certainly it is inconvenient, it tickles the nose, it catches flies—if I may so speak—and, in many cases, it interferes with breathing. Besides, it is far from individual but serves to cover up expression, and to hide the personal, mobile lines and movements about the mouth. It cuts in on the curves of a smile, while it adds to wrath of a frown.

Notwithstanding, I still ask: What is a moustache for?

differential except the color of the hair which may be black or brown, or gray or white or red. I presume a man might show eccentricity by coloring his moustache yellow or green, but it would be indicative rather of the use of dye than of the materialization of brains. When it comes to the moustache of a married man, I don't for the life of me see how a woman can put up with it. To kiss a tuft of hair must be far from pleasant, and no doubt there is no open rebellion on the part of women because they are used to putting up with the weaknesses of men. The unmarried, short-haired suffragists do not have to contend with moustaches and that is probably why we do not have antimoustache campaigns. If they do organize, I shall join them. Then consider a moustache which has been saturated with tobacco smoke! What a sweet sachet-bag in the place where it can be oftenest used!

As an evidence of character or the lack of it? Well, perhaps there is something in that—but who wants to have all he is on his upper lip? I grant that the young fellow who spends his time curling a refractory moustache may advertise his lack of much else; that the scowling man may enhance his fierceness by bristling hairs; that an old Chinaman may show his age by what he can grow besides vegetables; that certain men may indicate their loyalty to a certain Emperor by a few uprising hairs; that a very few may cause others to gaze at their luxuriant growths in wonder.

Notwithstanding, I still ask: What is a moustache for?

E. S. GOODHUE.

Honolulu, Hawaii, Mar. 7, 1910.

TO ENCOURAGE
AMERICAN ARTISTS

CHICAGO, February 26.—A movement has been started among the art lovers of Chicago which is unique in the history of American art and which is probably more significant than any effort hitherto made to encourage the painters and sculptors of this country. This movement should give to the Art Institute the finest collection of American paintings in the world, a collection which shall be representative of all periods and in which the entire development of American art can be traced. To the public it will insure such an exhibition of contemporary work at the annual exhibition of American artists as is to be met nowhere else in the country, and to the artists themselves it will be of unparalleled interest because it will create a fund of \$30,000 annually to be expended for the purchase of works by American artists.

The credit of originating the idea is shared by Ralph D. Clarkson, an artist, and Arthur T. Aldis, who has been known for many years as a disinterested patron of art and letters. These men, with forty-four others, have formed what is known as the "Friends of American Art Society," which is to act in conjunction with the directors of the Art Institute in furthering the cause of art in this country. The forty-six represent but a nucleus of the organization, however, and it is expected that the roll of honor will be indefinitely extended in the near future.

WILL CORNELL PLAY HARVARD.

There is still a great deal of speculation in the college world as to whether or not Harvard and Cornell will meet on the gridiron this fall. One dispatch from Boston was to the effect that there would be no such game, but there is apparently no ground for this decision as yet. What trouble there has been in arranging a date is apparently due to the Cornell schedule. The Ithacaans used to play Harvard years ago, but the games were discontinued when Harvard refused to play at Ithaca. When a game was scheduled last fall nothing was said about where the return game should be played, but it is understood that Cornell has requested Harvard to play this year at Ithaca and that Harvard has refused.

Whether or not Cornell will consent to play in Cambridge again will depend upon circumstances. Cornell already has two championship games scheduled away from home. One is in Chicago the second is in Philadelphia Thanksgiving day. The only available date for Cornell-Harvard game is the first Saturday in November. So if Cornell should play in Cambridge this would

compel her to play three championship games in less than three weeks in as many different cities and to travel more than three thousand miles. Such a schedule as this is enough to break up any big team, and it is no wonder that Cornell is holding back and asking for some different arrangement.

PARTICULARS
OF DEATH OF
MR. CHALMERS

Andrew Chalmers, the head luma at Papanaloa died yesterday evening from severe internal injuries caused by the fall of his horse earlier in the afternoon. The funeral will be held this afternoon at 4 o'clock, under the auspices of the local Elks lodge, the Rev. August Drahm officiating. The deceased was going up the mauka trail on horseback when the accident occurred, his horse becoming frightened and plunging backwards. This was shortly after 4 o'clock in the afternoon. The injured man was picked up and carefully cared for but the internal injuries were so severe that he passed away shortly after 6 o'clock last night.

Mr. Chalmers was a man of about 46 years of age, married and had one child, a young girl. He was a native of Scotland and had been in this country for many years, being a greatly valued employee of the Laupahoehoe Sugar company, for whom he had been working for about six years. Before that time he was employed as head luma at Honohina, Hakalua plantation, where he was for a number of years. He was a member of the local lodge of Elks.—Hawaii Herald.

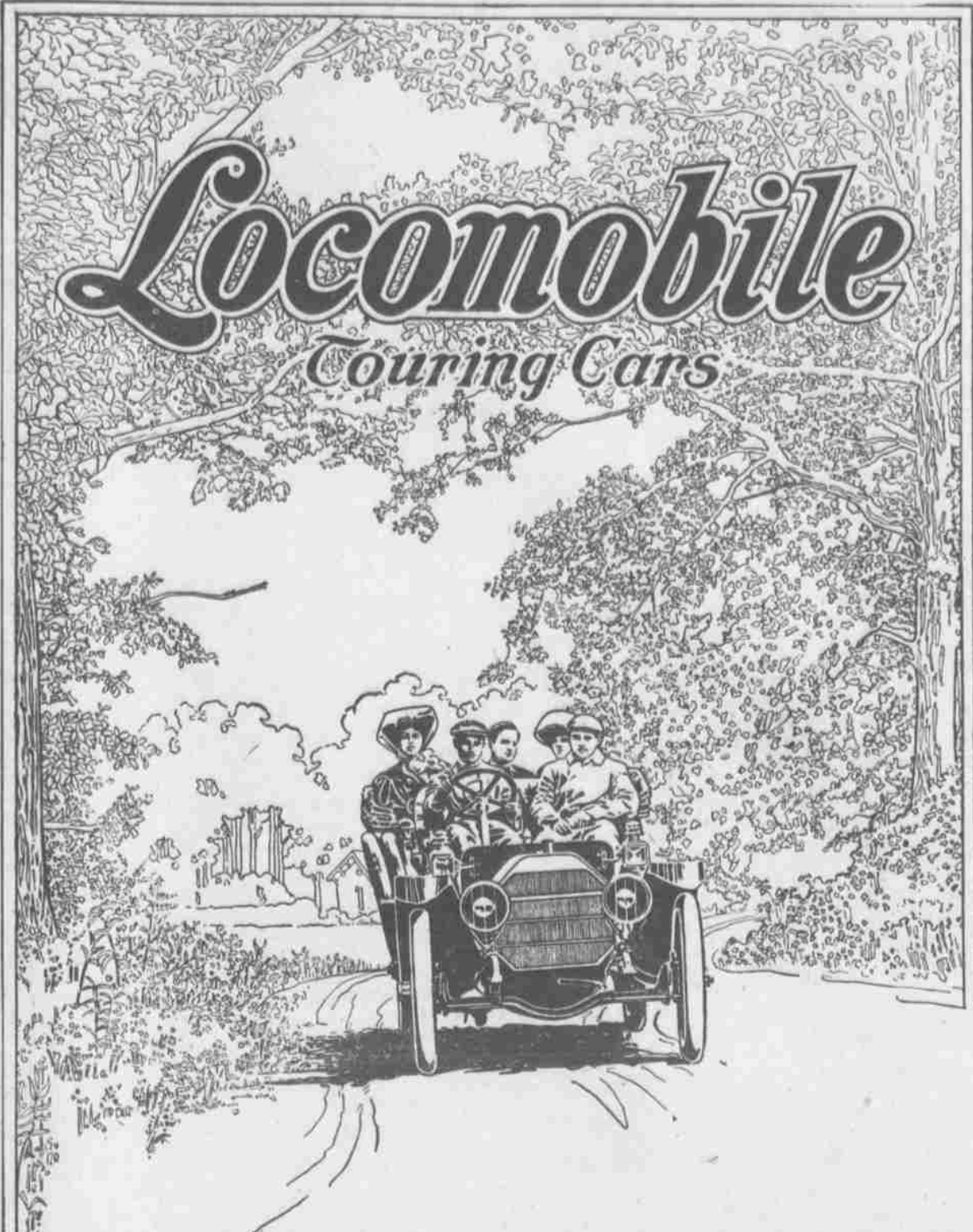
A CADILLAC RECORD.

In New York 75 Cadillac automobiles were driven 398,884 miles at a total cost to owners of only \$53.21, averaging 71 cents per car. This is equivalent to sixteen times the distance around the earth. These facts were gathered by experts unknown to the drivers, and are, therefore, correct. Is this not a wonderful showing for the already famous Cadillac? The local agents for this machine are the Von Hamm-Young Company, Alakea street between King and Hotel.

SEASONED CIGARS.

Lee Toma, King street luma of Nuuanu, is having a big run on the large shipment of La Insular cigars recently received from Manila. These cigars made two trips to Honolulu in bond and are consequently well seasoned. They are being sold at Manila prices, plus freight one way.

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Opinions of Owners

INTERESTING EXTRACTS FROM LETTERS RECENTLY RECEIVED FROM LOCOMOBILE OWNERS.

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F. W. Fitchburg, Mass.

"My Model 'E'—1906 car is running better than ever. Nothing wears except tires. The car is in daily use winter and summer."
A. E. R., Davenport, Iowa.

"This is the third season. About 34,000 miles; still running fine." Model "E"—1907.
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"It is without doubt the best car I have ever ridden in. I have ridden in the best cars made, and consider this Locomobile the better car. It has plenty of power, runs with absolutely no noise, and has the best springs of any that I have ever ridden in, and is powerfully built throughout." Model "L"—1909.
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"I feel that it is due you that you should know of the severe test I have given my car, which conclusively proves that it is without doubt the best car in America." Model "I"—1908.
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W. D. P., Northampton, Mass.

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"Car in good condition and runs over 2,000 miles per month." Model "H"—1907.
R. R. Co., Rutherford, N. J.

"Have driven my car over 40,000 miles over the rough streets of Chicago, and it is running fine." Model "E"—1907.
J. K. S., Chicago, Ill.

"This car has worn out twelve sets of tires and I have never had a single stop on the road due to engine or any other cause save tires." Model "H"—1907.
W. H. W., Philadelphia, Pa.

"It is as satisfactory a piece of mechanism as any one would care for, and it goes without saying that I am highly pleased with the performance. I wish to express to you my thanks for the care you have taken to look after the car, and for the many courtesies I have received at your hands." Model "E"—1908.
W. S. B., Chicago, Ill.



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